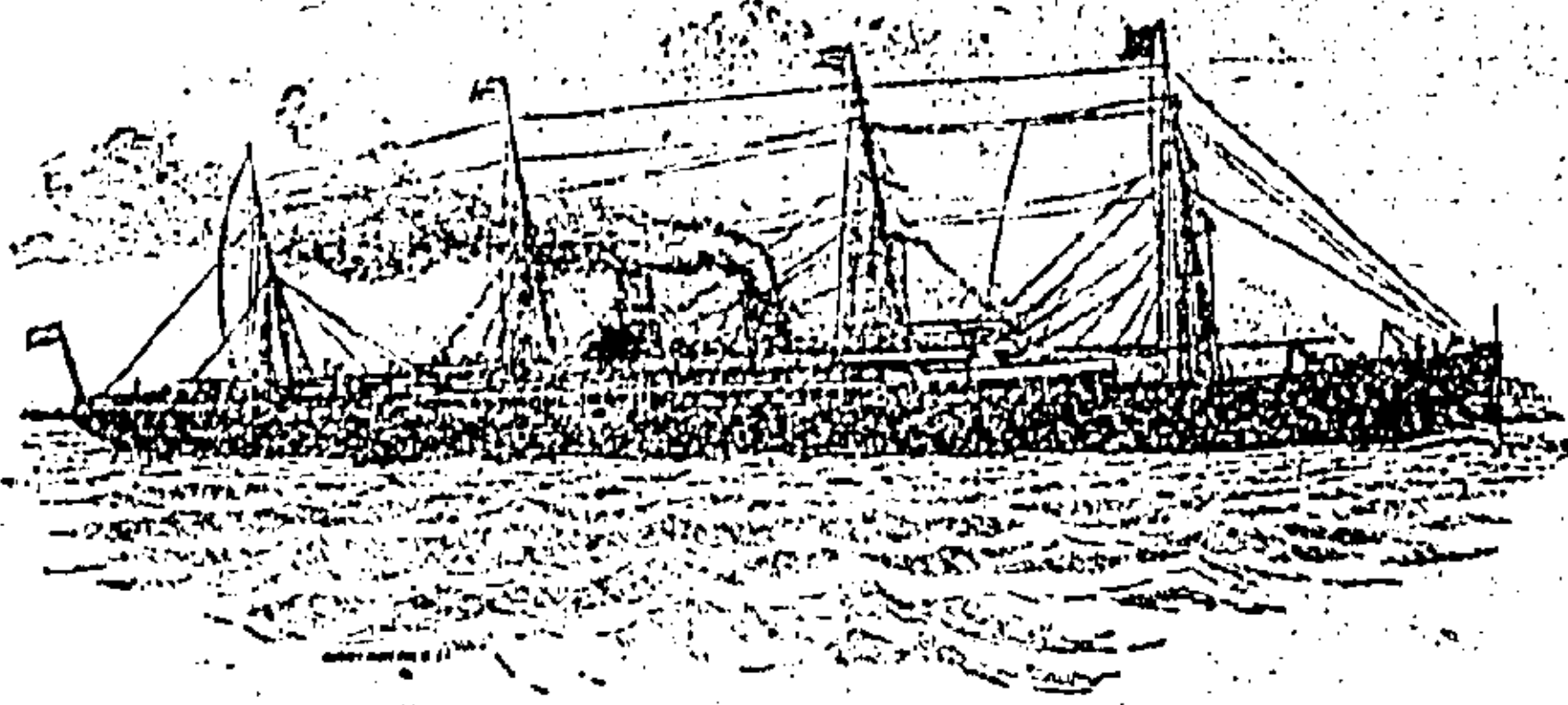






## Hails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO-KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	SATURDAY, 13th December, at Noon.
"GABIO"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"COCTIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.

Record-Trip Yokohama-San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th December, 1902.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st Dec., 1902.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 14th Jan., 1903.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 "	WEDNESDAY, 25th Feb., 1903.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 6th May, 1903.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 2 DAYS, "TARTAR" in 4 DAYS, "ATHENIAN" in 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan. Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
ADRIA	(Calling at SINGAPORE and COLOMBO).		
ST. KASSBURG	NEW YORK VIA PORTS.	30th Dec.	Freight.
NURNBERG	GENOA and HAMBURG.	31st Dec.	Freight.
SILESIA	(Calling at SINGAPORE and PENANG).		
WURZBURG	HAVRE and HAMBURG.	13th Jan., 1903.	Freight.
C. FERD. LAEISZ	(Calling at SINGAPORE and COLOMBO).		
Fuchs	HAVRE and HAMBURG.	27th Jan., 1903.	Freight and Passengers.
	(Calling at SINGAPORE and PENANG).		
	HAVRE and HAMBURG.	10th Feb., 1903.	Freight and Passengers.
	(Calling at SINGAPORE and COLOMBO).		
	HAVRE and HAMBURG.	24th Feb., 1903.	Freight.
	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 21st December, 1902.

## Notice of Firm.

CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

## NOTICE.

DURING my TEMPORARY ABSENCE  
from the Colony, Mr. E. W. MAITLAND  
will act as SECRETARY of the Company.  
By Order of the Board,  
W. H. RAY,  
Secretary.

Hongkong, 10th December, 1902. [1351d]

## Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods under-  
delivered after the 12th instant will be subject  
to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 20th  
instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 11th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th December, 1902. [1335d]

NOTICE TO CONSIGNEES.

THE E. & O. S. N. Co.'s Steamship

"VALETTA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. Himalaya.  
From Persian Gulf, ex B. I. S. N. and B. & P.  
S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY.

Goods not cleared by the 12th instant at  
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour. All claims must be presented  
within ten days of the steamer's arrival here  
after which date they cannot be recognised.  
No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th December, 1902. [14]

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature  
and to take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 8th December, 1902. [1874d]

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG AND  
SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Jaburg, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 9th December, 1902. [1348d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside at consignees'  
risk and expense.

Cargo impeding the discharge will be landed  
at once.

Cargo remaining on board after the 12th  
instant, at 4 P.M., will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and  
PENANG are requested to take IMMEDIATE  
DELIVERY of their Goods from alongside  
such Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 10th December, 1902. [1353d]

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
SATURDAY, the 13th December, 1902,  
at 11 A.M.,  
at their

SALES ROOMS, 20, Des Voeux Road,

25 Cases of JAPANESE BEER.

75 " PORT WINE.

75 " MISTELA BLANCA (White

Wine).

50 " MISTELA CLARETE (Claret).

Also:

60 Cases COTCH WHISKY.

(All the Spanish Wines have been analysed  
and tested chemically by A. STANLEY, M.D.,  
D.P.H. (Shanghai).)

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th December, 1902. [1350d]

PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on  
SATURDAY, the 13th December, 1902,  
at 2.30 P.M.,  
at their

SALES ROOMS, No. 20, Des Voeux Road,

AN ASSORTMENT OF

VALUABLE JEWELLERY,

Comprising:—

DIAMOND BROOCHES and RINGS,

GOLD BRACELETS, CROSSES, RINGS,

SCARF PINS, PEARL RINGS;

Also:

6 Dozens of DIAMOND RINGS at \$15.00

up to \$150.00 each;

AND

A Quantity of DIAMOND BROOCHES

at \$15.00 to \$300.00 each.

Catalogues will be issued.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 9th December, 1902. [1332d]

## Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165.

A REGULAR MEETING of the above  
LODGE will be held in the FREE-  
MASONS' HALL, Zetland Street, on TUESDAY,  
the 16th instant, at 5 for 5.30 p.m. precisely.  
Visiting Brethren are cordially invited to attend.  
Hongkong, 10th December, 1902. [1352d]

## Intimations.

THE STEAM LAUNDRY COMPANY,

LIMITED.

WORKS—Causeway Bay (adjoining

Keeney's Stables).

TOWN DEPOT—2, Beaconsfield Ar-

cade (Alleyway).

ALL work is done under European super-  
vision, and the objectionable prac-  
tices, common to Chinese laundries, of  
dampening from the mouth and sleeping on  
the clothes are not permitted. Collection and  
delivery at private residences. Monthly Terms  
quoted for Gentlemen. Special terms to fami-  
lies on application to—

F. G. ALLEN, Manager.

Hongkong, 6th December, 1902. [1308d]

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL  
ACCOUNTS in connection with the  
above must be presented to the Undersigned  
on or before WEDNESDAY, the 17th instant.

J. R. M. SMITH,

Hon. Treasurer.

Hongkong, 3rd December, 1902. [1324d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consig-  
ment of FRESH AUSTRALIAN  
CREAMERY BUTTER, the Company is  
now prepared to supply Customers as before.  
Price: 90 cents per lb.

Hongkong, 2nd December, 1902. [1295d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE 10 per case of 48 bottles (quarts.)  
Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 20th May, 1902. [1595d]

## JUST LANDED.

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## THE COLLISION OFF PULAU PISANG.

MANY LIVES LOST.

The *Singapore Free Press* of the 1st inst. contains the following account of the recent disaster:—

News of another serious shipping disaster was brought to town early this morning, the vessels concerned being the *Kian Yang* owned by Khoo Tiong Pan and the *Boon San* owned by the Opium Farmer. Details of the occurrence were at first very vague and very contradictory, the generally accepted story being that the vessels had collided near Pulau Pisang light and that the *Kian Yang* had sunk, many lives being lost.

The *Kian Yang* was a boat of seventy tons net and one hundred and twenty gross, she was built of wood at Hongkong in 1891, and was 110 ft by 18 ft by 7 ft. She was of 15 horse power and was commanded by Captain Chopard, who had a crew of 31 natives. It was impossible to obtain definite details of the collision at first, but Mr. Rodriguez, engineer of the *Kian Yang*, who lives in Singapore, made his report to the Harbour Master this morning. It appeared from the news available that the *Kian Yang* cleared from Muar at five o'clock on Saturday on her usual run to Singapore, and about one o'clock on Sunday morning she was run into by the *Boon San* and was seriously injured.

SHE SANK IN A FEW MINUTES.

A fireman of the *Kian Yang* with the chin-chew and another man jumped when they saw their ship was sinking, and got safely on board the *Boon San*. The latter boat, which is commanded by a native skipper, then cleared off according to the early accounts, and steamed for Johore. There had been time, however, for a boat to be got away from the sinking ship, and in this about 22 of the passengers and crew including Mr. Rodriguez were crowded, and eventually landed safely at Johore. Of the fate of the rest of the passengers an crew, about 55 persons all told, and Capt. Chopard, nothing could at first be learned. The *Boon San*, which is of about 90 tons burden and is manned and commanded by natives, trades in opium from Johore, up and down the coast, and belongs to the Opium Farmer.

THE "FARFALLA" EFFECTS A RESCUE.

The s.s. *Farfalla* (Gargano & Co.) arrived here from Muar this morning about ten o'clock, and as it was expected that she would bring some news of the wreck, considerable interest was aroused. It appeared, however, that although she had passed within eight miles of Pulau Pisang light and had picked up a Chinaman, she had seen nothing of the wreck. Capt. Taylor reported that when about eight miles WNW from the light on the night of Sunday he was hailed from the water and on investigation a man was seen clinging to a broken life buoy in the water. He was got on board and as far as could be ascertained from his disjointed account, the *Kian Yang* had been run down suddenly, had sunk almost immediately, and the other steamer had gone off when the accident occurred. The spot where the man was saved was thirty miles distant from the scene of the accident, and the time he was picked up was nearly twenty-three hours after he had been thrown into the water. The man had a lucky escape from drowning, but he could give no information as regarded the fate of the rest of the ship's company or passengers. Captain Chopard is well known in Singapore where his wife and family reside. He was getting up in years and had been

ailing somewhat of late. The absence of definite news concerning his fate is particularly distressing.

THE STORY OF DISASTER.

Mr. S. J. Rodriguez, the chief engineer of the *Kian Yang* in an interview with one of our representatives stated that the ship left Muar at 5 p.m., on Saturday, and all went well till about 1 a.m. on Sunday when the collision occurred. He had just been relieved and had turned in, when he heard a frightful crash and on rushing up on deck he found the *Kian Yang* had been run into by another vessel on her starboard bow. There ensued great confusion, the passengers, of whom there were fifty, were panic-stricken and rushed wildly about the deck. Capt. Chopard ordered the boats to be lowered, (the *Kian Yang* only carried two). The port boat was lowered and Mr. Rodriguez, the Chin-chew, 11 of the crew and 9 Chinese passengers got into it and at once shoved off from the ship, fearing the boat would be swamped by too many crowding in it, in its already dangerously overloaded state. Scarcely had they got clear from the ship's side than she gave a roll, and foundered by the head, the whole disaster having occurred in

LESS THAN FIVE MINUTES.

They remained near the spot for some time after the accident and heard the cries of the drowning passengers and crew, but it was too dark to be able to pick anyone up. Mr. Rodriguez then gave orders to make for Pulau Pisang Light house which could be seen in the distance and the heavily laden boat moved by the only two oars found in it, made a laborious voyage to this island, which was reached at daybreak. On landing Mr. Rodriguez discovered a vessel beached on the further side of the island, and on going out to it found the vessel to be the steamer *Boon San* the one which had collided with the *Kian Yang*. The *Boon San* did not appear to be much damaged, her bows only being stove in. Three of the crew of the ill-fated *Kian Yang* were found on the *Boon San*, they being the native second engineer, a fireman, and a coolie who had jumped on board the *Boon San* when she was alongside the *Kian Yang* after the collision. On Sunday morning the native Captain of the *Boon San* set to work to repair his ship and get her off the beach, and after jettisoning all the cargo forward and caulking the seams he reversed engines and she came off easily, and then

STEAMED SLOWLY TO JOHORE, where they arrived at noon yesterday and went alongside the wharf, where she now lies. Mr. Rodriguez then crossed to Kranji with the survivors, 26 in all, and came into Singapore in a rikishas and on arrival here immediately reported the accident to his owners. At the time of the accident the *Kian Yang* was carrying about 50 passengers. Amongst them were the members of a travelling *Wayang*, which included a number of children among its actors. Thus with the 12 men composing the crew a total was made up of 82 souls. Out of these 22 were saved in the boat, three jumped on the *Boon San* and one was picked up, 36 were found to be missing.

NO TIME TO ACT.

Mr. Rodriguez did not think it would have been possible to have lowered the other boat, nor would it have held half the number missing. Captain Chopard was last seen on the bridge of his vessel sounding the whistle in hopes of attracting attention to the critical condition of his vessel. It will thus be seen that with the one man picked up by the s.s. *Farfalla* in all 36 men have been saved. The lights on

the *Kian Yang* are said to have been burning clearly at the time of the accident and the rescued men state the *Boon San* failed to stand by and help in rescuing the passengers and crew of the sinking ship.

RESCUED BY THE "HIVE LEONG."

Late this afternoon the Straits Steamship Coy. received a telegram from the Captain of *Hive Leong* at Port Dickson stating that he had picked up 25 survivors of the ill-fated *Kian Yang*. The rescued men were clinging to a number of boxes, etc which belonged to the travelling *Wayang* and which were placed loosely on the deck.

With this further rescue there are now still 31 of the passengers and crew missing.

## FRENCH LINE ON PACIFIC.

NEW SERVICE FROM SYDNEY TO SAN FRANCISCO.

Following the news announcement in these columns of the plan of the Messageries Maritimes to the Pacific coast of the United States, some details of negotiations to that end are at hand. The company's purpose is to seek part of the trade between the Pacific coast, the Hawaiian islands, Australia, the Far East and Europe. New Caledonia and Tahiti also will be on the route proposed. From Honolulu it is learned that the French Consul at that port has been advised officially that the sailings are promised within a month or so.

The Messageries Maritimes has one of the largest fleets sailing between European, Australian and Asiatic ports. It was founded in 1821, and ten years later obtained the French-India and China mail contract. It has sixty-two vessels, and a total tonnage of nearly a quarter of a million. It also has a service down the west coast of Africa, besides one covering the whole Mediterranean sea and the Black Sea.

The line which it is proposed to extend to San Francisco now runs between Marseilles and Sydney, Australia. The service will be monthly at the start, and will be made more frequent if the trade demands it. The vessels will touch at New Caledonia and Tahiti on their trips each way. A statement from Honolulu is that the French mail contract, now held by the Oceanic Steamship Company for the Tahiti mail, will be transferred to the new line by the French Government. This, with the regular profits from the ordinary trade, it is believed, will make the venture profitable from the outset.

The Messageries Maritimes also, it is said, will break the rates now obtaining between Pacific ports, and the people of Hawaii are hopeful that this will be the fact. At present, there are three or four lines between American and Asiatic and Australian ports, which touch at Honolulu, but these have an agreement by which passenger and freight rates are kept up, and passage to Honolulu costs about as much as one across the Atlantic. The new French line, it is expected, will enter into strict competition with the American and Oriental lines, and the Hawaiians believe they will get a different set of rates. The trade between the coast and the islands is now in the hands of the Oceanic, the Pacific Mail and the Canadian-Australia steamship companies, the Orient and Occidental and the Toyo Kisen Kaisha being kept out of business by the American coasting laws. The French line also will be kept from competing for business between San Francisco and Hawaii by the same laws, but it can compete for trade between Hawaii and the other ports and between San Francisco and any foreign port.

## YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and defuded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

## WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfe, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is initiated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

## Intimations.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

18, QUEEN'S ROAD, HONGKONG, 22nd November, 1902.

## AN APPEAL.

THE SUPERIORS OF THE ITALIAN CONVENT, CAINE ROYD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK. Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiors will also be most grateful for any PAPER or old JEWELLERS to be made into Bells for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1902.

## Sails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA-MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU	NAGASAKI, KOBE and YOKO-HAMA	TUESDAY, 16th Dec., at Daylight.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKO-HAMA	SATURDAY, 27th Dec., at Noon.
SHIMANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 2nd January, at Daylight.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd Jan., at Noon.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th December, 1902.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Landed as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on-board until 3 P.M., Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Consignments and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1902. [1002]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Tacoma	A. Dixon	2,811	Dec. 17
Trenton	J. Pantan	9,666	Dec. 30
Victoria	J. Pantan	3,502	Jan. 3

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 24th November, 1902. [874d]

## GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME. Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAUD & Co., Paris, 64, rue de la Harpe.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

11 E Steamship

"BENGAL" Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuable, all Cargo for France, India and Teas for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th December, 1902. [14]

## To be Let.

TO LET TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

TWO ROOMS above New VICTORIA HOTEL.

Apply to—

H. N. MODY, Victoria Buildings.

Hongkong, 4th December, 1902. [1328d]

## TO LET.

"THE RETREAT," MOUNT KELLET.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 1, RIFLE TERRACE.

GODOWNS at BOWRINGTON, PRAYA EAST.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 29th November, 1902. [1202c]

## TO LET.

NO. 4, KNUITSFORD TERRACE—Kowloon.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1902. [1125d]

## TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHION HILL ROAD.

Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West.

Hongkong, 20th October, 1902. [1104d]

## TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902.

Apply to

E. JONES HUGHES.

Hongkong, 7th October, 1902. [1053d]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 18th May, 1901. [1]



# MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY.

SOLD ON INSTALLMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

## THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.



# Announcements.

**A. S. WATSON**  
AND CO., LTD.

ESTABLISHED A.D. 1840

WINE AND SPIRIT MERCHANTS.

## BRANDY.

	Per case of 12 bottles.	Per bottle.
A.—HENNESSY'S OLD PALE	Red Capsule ...	\$20.00 \$1.80
B.—SUPERIOR VERY OLD	Cognac, Red Capsule ...	27.00 2.25
C.—VERY OLD LIQUEUR	Cognac ...	33.00 2.75
D.—HENNESSY'S FINEST	VERY OLD LIQUEUR	Cognac, 1872 VINTAGE, Red Capsule ...
		40.00 3.50

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

**A. S. WATSON & Co.,**  
LIMITED.

The Hongkong Dispensary.  
1st December, 1902.

TELEPHONE NO. 55.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

17A, QUEEN'S ROAD.

**FURNITURE**  
**DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
**DEPARTMENT.**  
DEVELOPING AND PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. (728d)

**BAY VIEW HOTEL.**

BEST BRANDS OF WINES AND  
LIQUORS A SPECIALTY.

DINNERS AND TIFINS SERVED  
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.  
AT ALL HOURS.

Messrs. J. H. DOWNS and  
J. CHRISTIE,  
Proprietors.

Hongkong, 8th December, 1902. (1339d)

### NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contributions.

**SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

### BIRTH.

On the 2nd inst., the wife of C. F. KEYWOT, Superintendent, Filter Beds, Singapore, of a son.

### MARRIAGE.

At the Presbyterian Church, Singapore, on the 28th Nov., by the Rev. S. S. Walker, M.A., Miss ELIZABETH MCILLIAN, second daughter of J. MCILLIAN, Glasgow, to JOHN HUNTER SWANSON of Messrs. Howard Erskine, Ltd., Bangkok.

### DEATHS.

On the 12th Nov., at Bombay, FREDERICK E. HOCKING, of Devonport, of the P. and O. S.S. *Orizaba*, aged 22.

On the 20th November, at Chef-a, MARY BRADON CARL, Mother of FRANCIS A. CARL, Commissioner of Customs, aged 73 years.

**The Hongkong Telegraph**

HONGKONG, THURSDAY, DEC. 11, 1902.

### THE CURRENCY QUESTION.

In our issue last evening we dwelt upon the question of the desirability of a gold standard, or of a silver standard, and reproduced some of the arguments from the report of Messrs. J. Graham and F. W. Barker, who have been investigating the matter so far as the Straits Settlements and the Federated Malay States are concerned. Assuming that the change of currency, which would be simple and easily understood by the native, is adopted, the next question is to consider how such a form of currency can be brought about with the minimum of loss both to the Government and to individuals. The writers consider that the cost of effecting the change depends on the number of dollars which the Government would have to take up on conversion. It is almost impossible to estimate what this would amount to because: (1) the number of dollars in circulation cannot be ascertained with any approach to accuracy, owing to the constant but unknown withdrawals to China, Siam, etc., and (2) because it would be impossible to entirely prevent speculative shipments, which will inevitably be made if it appears probable, that the conversion rate will be higher than the silver value of the dollar. Messrs. Graham and Barker opine that the most feasible method would be the following:—

(1) On a certain date the Government, having prepared a large supply of new notes of various denominations, including notes for one florin, should issue a proclamation simultaneously all over the Colony and the F. M. S. demonstrating the British and Mexican dollars as from another date, say five months ahead. For six months from the date of the proclamation these dollars would be received at the Treasury, at all Government offices where taxes are payable, and at such other places as may be found convenient (arrangements could doubtless be made with the banks), and notes in the new currency given in exchange at the conversion rate, which should be approximately the rate of the proclamation, or very slightly over that rate. Thus, supposing the conversion rate were 1/8, everyone bringing twelve dollars to the Treasury would receive ten florins, or one pound. If the conversion rate were 1/6, twelve dollars would purchase nine florins.

(2) Local monetary transactions would have to be conducted to a great extent during the period of conversion, and in the meantime, immediately after the proclamation, the Government would set about the manufacture of the new coinage, and as soon as it was ready could redeem all notes presented. Until the new coinage was ready the liability of the Government to redeem their notes in coin would have to be suspended.

(3) From the date of the proclamation the importation of dollars would be prohibited, shipments already afloat and contracts already entered into excepted, the Banks and others being required to furnish declaration of contracts the bona fide of shipments would be proved by date of bills of lading.

It is estimated that the total importations of British dollars into the Straits Settlements now aggregate \$300,000,000.

(4) An Ordinance should be passed, at one sitting, making all debts in dollars recoverable in the new currency, at the conversion rate.

(5) The new currency, including the new Government notes, should be legal tender from the date of the proclamation, and the British and the Mexican dollars would remain legal tender at the conversion rate up to the date of demonetisation. This for public convenience, and to avoid, as far as possible, a short supply of coin during the conversion period.

(6) The present note issue, and the subsidiary coinage, excepting the copper, which would fit into the new currency, would have to be called in at the conversion rate, but no time limit need be imposed in their case.

(7) A high limit, or no limit at all, should be fixed for the maximum legal tender in florins and Government notes. This would tend to minimise the drain on the gold reserve.

**ASK FOR ASAHI JAPANESE BEER.**  
A. G. Girault.

and further, the more florins or other tokens go into circulation the greater the profit to Government.

When the operation is concluded the Government would, of course, have a large stock of silver on hand on which it would probably make a loss, but in order to minimise the loss as much as possible the silver might be sold forward as collected, reserving enough for at least the first year's issue of the token coinage.

In order to finance the operation and provide the gold reserve, they think it will be necessary to raise a gold loan, which should be done immediately after the issue of the proclamation. This loan should be apportioned between the Straits and F. M. S. Government and of a temporary nature for, say, one year. If the suggested "florin" were made the same weight as the British florin the profit on the token coinage would be about 150%. If a large coin were decided on as suggested by the Sub-Committee of the Singapore Chamber of Commerce in 1897, the profit would be about 100%. In either case the profit on the first year's issue, to replace the called-in dollars, would be a very handsome sum. This sum, plus the proceeds of the sale of the surplus stock of silver, would be available for the following purposes:—

(1) To wipe out the loss on conversion (i.e. the difference between the conversion rate and the proceeds of sale of the dollars); (2) To pay one year's interest on temporary loan; (3) To repay part, or if possible, the whole of the loan. If the sum available was insufficient to pay off the whole loan the balance would have to be converted into a permanent loan, the interest and charges on which would probably be about met by the profit on subsequent issues of token currency.

With a token currency there is always the danger of quantities of false coin being put into circulation. All the gold currency countries, however, use silver tokens of much lower intrinsic value than the value they represent, and, with the possible exception of Java, they seem to be able to keep down the manufacture of false coin. They consider there is no reason why the Straits Settlements could not do the same and in this connection suggest that inquiry might be made as to whether modern metallurgical science could not devise an alloy which the coiner would find it difficult, if not impossible, to manufacture. Of course new currency notes should be distinctive, both in form and design, from the present notes, and the various denominations should be clearly differentiated from each other by means of their colouring, as in the case of postage stamps. This scheme, they conclude, it is suggested is free from the objections there were to that put forward by the Sub-Committee of the Singapore Chamber of Commerce in 1897.

### LOCAL AND GENERAL.

**THE KOWLOON FIRE BRIGADE** yesterday turned out for no less than three fires. The only serious outbreak, however, was that reported in our last issue.

**RUSKIN'S SEVEN LAMPS.**—It is reported, that J. Pierpont Morgan has bought the manuscript of Ruskin's *Seven Lamps of Architecture* for \$25,000 gold.

**THE HOTEL ROBBERY.**—The two beach-combers, arrested in connection with stealing from the Connaught House Hotel, have been sentenced to two months' imprisonment.

**THE LIGHTING OF MACAO** by electricity is again receiving consideration at the hands of the Municipal Council of that city. It is understood that the local firm of Messrs. Shewan, Tomes and Co. are in negotiation with the authorities to install a lighting plant for the Portuguese colony.

**STABBING AFFAIR.**—A marine sergeant of the U.S.S. *Kentucky* was charged with stabbing a member of the U.S.S. *New Orleans* outside of the New Travellers' Hotel. It is said that the accused was intoxicated at the time, and during a quarrel drew a clasp-knife and stabbed the man in the thigh, necessitating his removal to hospital. The case was adjourned.

**FIVE THOUSAND DOLLARS' LOSS.**—While Detective-Sergeant Kerr was going his usual rounds during the beginning of the month he discovered, in No. 28, of the Kowloon Godown, thirty cases of caps, the property of the Tam Tam Ammunition Shop, No. 350 Queen's Road, West. The master of the shop was arrested and brought before Mr. Kemp, who fined him only \$1 having regard to the value of the ammunition, which was about \$5,000; and was confiscated to the crown.

**DISCOVERY OF A CENTURY-OLD WRECK.**—The frigate *Anson*, of the British Navy, which was lost in 1807, was last month discovered lying in four fathoms of water off Love Bar, Penance. Seven brass and several iron guns were found on deck, and with the exception of the hammer, the ship is intact. The discovery was due to some fishermen, who pointed out a dark object under water to the captain of a steamer belonging to the West of England Salvage Company. The *Anson* took part in Rodney's victory in 1782, destroyed ten Spanish gunboats and a battery in 1806, and in 1807 was at the capture of the island of Curaçoa.

**ASK FOR ASAHI JAPANESE BEER.**  
A. G. Girault.

**ENGLISH MAILS.**—The *China Mail* has been delayed there for the past twenty days. Messrs. J. Matheson & Co. have been importing very large quantities of rice and all the storage room was soon filled. Several cargoes of rice had to be stored in mats and against the walls of the godown. On Saturday night rain fell heavily and a large quantity of the grain was damaged. The local comprador of the firm has passed the examination for the Second Degree, and celebrated the occasion in a fitting manner.

**SWATOW ITEMS.**—Our correspondent at Swatow, writing on the 8th inst., says that the *Tai Suang* has been delayed there for the past twenty days. Messrs. J. Matheson & Co. have been importing very large quantities of rice and all the storage room was soon filled. Several cargoes of rice had to be stored in mats and against the walls of the godown. On Saturday night rain fell heavily and a large quantity of the grain was damaged. The local comprador of the firm has passed the examination for the Second Degree, and celebrated the occasion in a fitting manner.

**KING EDWARD HOTEL.**—By kind permission of Lieut.-Col. Burns and officers of the 10th Bombay Light Infantry, the Band of the Regiment during dinner at the above Hotel on Friday evening, the 12th inst., from 7.30 to 9 o'clock.

**PROGRAMME.**  
1. A. Franzena ..... P. M. Costa.  
2. Venetian Song ..... Luca's.  
3. Song Girl ..... H. Costa.  
4. Voice of Africa ..... H. Costa.  
5. Souffle d'Amour ..... D'Arret.  
6. Happy Dances ..... A. Godfrey.  
Glad Save the King.

**THAT MYSTERIOUS THIBETAN RAILWAY.**—A Chengfu letter to the *Sin Wan Pao* says that the Viceroy Tsen Chunhsuen of Szechuen has received a telegraphic message from Yu Kang, the Imperial Resident (Amban) in Lhasa, Tibet, to the effect that the construction of the railway between Southern Tibet and Chukotora (?) via the Mount Si-yai-lin, has already been commenced. No where can we get the least inkling as to who are the constructors of this mysterious alleged railway which has been mentioned several times of late in 'Keng Kung' organ no doubt with a well understood purpose.

**THE LOUISIANA EXHIBITION.**—The *Sin Wan Pao* gathers that several emperors and presidents have consented to visit the Louisiana Purchase Exhibition which will take place in 1904. When Commissioner Barrett was at Peking, he invited the Empress Dowager and the Emperor on behalf of the President of the United States to honour the Exhibition by their presence and lately Mrs. Conger, wife of the United States Minister, personally extended a similar invitation to the Empress Dowager who generally declined explaining that she was far too old to take a distant journey, but requested that the United States Government be informed that though she will be unable to go herself, she will send a royal representative. It is said the Empress Dowager desires to appoint Prince Su as China's representative, but Tung Lu still holds that it is preferable to send Prince Chun.

**SAIGON-HONGKONG TRADE.**—Messrs. Craig, Taylor & Co. have launched from their shipbuilding yard, Thimabon-Tees, a handsome modelled steel screw-steamer—the *Phu-yen*—of the following dimensions, viz:—280 feet by 38 feet by 22 feet 3 inches moulded. She is of the spar-deck type with poop, bridge, and fore-castle built to the highest class in Bureau Veritas under special survey. Her equipment includes patent direct steam winches, patent steam steering gear, four double-ported steam winches, large donkey boiler, screw gear aft, and all the latest improvements. The accommodation for captain, saloon passengers, &c., is neatly fitted up in central dock-house, the engineers' and officers' accommodation being in deckhouse alongside engine casing. The machinery has been constructed by the North-Eastern Marine Engineering Company (Limited), Sunderland, the cylinders being 20 3/4 and 54 inches in diameter by 39 inches stroke, two large steel boilers working at 180 lbs. pressure. This vessel has been built to the order of the Compagnie Francaise de Cabotage des Mers de Chine, and is intended for the Saigon-Hongkong run.

**P. & O.**—We are in receipt of a useful pocket diary and almanac from the local agency of the Peninsular and Oriental Steam Navigation Company. Souvenirs of this description are eagerly sought after by tourists and other deep sea wayfarers. Facing the title page is a most artistic steel engraving of the *Peristia*, an 8,000 Bombay Tonnage, which has four sister ships, the *China*, *Egypt*, *India* and *Arabia*. The book contains much of useful information such as: mail dates, sea distances, comparison of time, the navies of great powers, growth of population, trade, railways and shipping; area, population, and trade statistics of principal Eastern possessions; table showing the progress of Australasia during quarter of a century; high water table; thermometer comparisons; calendar; atlas; and a coloured plate of the flags of different nations. All that seems to be lacking in the production of this almost indispensable travelling companion is the defeat of old P. & O. motto *Quis Separabit*, a challenge which many have accepted only to be defeated. The P. & O. is still the leading mail line to Egypt, India, China, Japan and Australasia.

**ASK FOR ASAHI JAPANESE BEER.**  
A. G. Girault.

**MARINE ENGINEERS AND THEIR PAY.**—An adjourned special meeting of the Engineers' Association has been held at the Marine Club, Singapore, to discuss the all absorbing question of pay. There was a good attendance, and the general conclusion arrived at was that matters at present are in a most unsatisfactory state. It was resolved that some fixed standard of exchange must be adopted, and that all owners of vessels on which foreign engineers are employed should be notified of this resolution, with a view to some mutually satisfactory and amicable arrangement being arrived at.

### HONGKONG REGATTA, 1902.

Although the weather the last few days has not proved propitious, not much can be said against it with the conditions favouring the Regatta of 1902. Towards the afternoon the sky, which had been threatening the whole morning, made a change for the better, and towards the latter part of the evening no better weather could be desired. The *Daylight*, gaily dressed with bunting, proved an admirable flagship, and with her spacious decks gave ample room for the spectators to view the proceedings. In addition to the perfect arrangements, a raised bamboo erection was constructed on the deck. The ladies mustered up in strong force on both days, and received the best of attentions. The officials worked like Trojans to make his annual fixture a success, and special credit is due to Mr. F. W. White, the Hon. Sec., Mr. W. Hutton Potts, starter, Mr. Geo. P. Lammert, the timekeeper, Mr. A. Chapman and Mr. E. W. Mitchell.

On both days, the Band of the 33rd Burma Regiment discoursed some very excellent music. During the evening, the prizes exhibited on the poop deck elicited general admiration. There were no less than forty-two prizes, which included large silver rose bowl, punch bowl, and the magnificent cup to be won by annual International competition. We may mention that the prizes this year are far more valuable than those in former years, and the committee in charge of their selection are to be highly congratulated.

At the conclusion of the regatta, the prizes were presented to the lucky recipients by Miss Goodman.

The following are the results of yesterday's races, which arrived at this office after we had gone to press:—

6th Race.—3.30 p.m. Men-of-War's Cutters.—

The boats to be approved and handicapped if necessary by the Committee. Distance, One Mile. Time allowed for oars; 8 seconds per oar. Four Boats must start for two Prizes. Entrance, \$1. First Prize, \$75; Second Prize, \$5; (Post entries). Service oars and conditions.

Only one boat competed for this race, viz., the cutter of H.M.S. *Ocean*, whose crew rowed over the course, and was awarded the prize.

7th Race.—Sculling Championship.—Distance one-mile. Open to amateurs in the East. After a very exciting race, Mr. Kohler proved the victor.

8th Race.—4 p.m. Victoria Recreation Club, Chairman's Challenge Cup.—For Four-oars Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, One Mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club.

The winning boat got away at the start, and, although challenged by A. A. Alves's crew, kept a plucky lead all the way. Time, 7 min. 59 secs.

9th Race.—4.30 p.m. Snake Boats.—Open to Chinese Snake Boats. Distance, One-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes.

1st Station No. 7, Yau Ho ..... Yellow and Black.  
2nd do. 1, Wing Mow ..... Red.  
3rd do. 2, Foo Ki ..... Yellow.  
4th do. 3, Mow Yuen ..... Green.  
5th do. 4, Tai Hing Chau ..... Black.  
6th do. 5, Li Tak ..... White.  
7th do. 6, Tin Po ..... Red and White.

Seven boats competed for this race and some very good work was witnessed.

### SECOND DAY.

1st Race.—1 p.m. Light Gigs.—Open to European Non-Commissioned Officers and Men of any Regiment or Corps of the Garrison or to European crews of any of H.M. Vessels or to European members of the Police Force. Entrance, \$1. Distance, One Mile. Boats to be approved by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 Prizes. Winning crew of 1st race, 1st day, to be handicapped by the Committee. 1st Prize, \$15; 2nd Prize, \$10 (Post entries). Service oars and conditions. Three boats competed for this event, viz., crews from the *Glory*, the *Torpedo Depot*, and *Tamar*. After a very close race, the crew from the *Glory* won by two lengths.

2nd Race.—1.30 p.m. International Challenge Cup.—For Four-oars. Cup presented by the late J. S. Laprak, Esq., to be held by the Winning Crew for one year; but to remain the property of the Club. Distance, One Mile and a Half. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club and Hongkong Boat Club.

Station No. 1.  
Bow... F. D. Bain .....  
2nd... P. S. Jameson .....  
3rd... W. Armstrong .....  
Stroke... J. Millar .....  
Cox... F. W. White .....  
English.  
Station No. 2.  
Bow... F. C. Barlow .....  
2nd... G. H. Edwards .....  
3rd... C. McL. Messer .....  
Stroke... H. L. Bingley .....  
Cox... R. J. Grant .....  
English.

3rd Race.—2 p.m. Brokers' Cup, Light Gigs (Double sculls). Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

**ASK FOR ASAHI JAPANESE BEER.**  
A. G. Girault.

GERMAN.  
Station No. 3.  
Bow... C. König .....  
2nd... G. E. Pappe .....  
3rd... H. Brandes .....  
Stroke... W. O. Köhler .....  
Cox... H. W. P. Kennett .....  
Portuguese.  
Station No. 4.  
Bow... F. M. Roza Pereira .....  
2nd... N. H. Alves .....  
3rd... A. A. Alves .....  
Stroke... A. E. Alves .....  
Cox... C. M. S. Alves .....  
Three faced the field, viz., the Scotch, English and German crews, the Portuguese not showing up at all. This race elicited keen interest. After a splendid tussle, the English team managed to secure the victory by two feet, with the Germans a good second. The winning crew was lustily cheered.

Time, 12 min. 8 secs. Owing to the indisposition of Mr. F. C. Barlow, his place was filled by Mr. G. H. Rubie.

3rd Race.—2 p.m. Brokers' Cup, Light Gigs (Double sculls). Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

JUBILEE.  
Station No. 1.  
Bow... A. M. Roza Pereira, Jr .....  
Stroke... L. A. Musso .....  
Cox... F. M. Roza Pereira .....  
POWERFUL.  
Station No. 2.  
Bow... J. M. Roza Pereira .....  
Stroke... A. V. Barros .....  
Cox... A. J. V. Kibeiro .....  
TERRIBLE.  
Station No. 3.  
Bow... H. W. Sayer .....  
Stroke... S. A. Seth .....  
Cox... F. W. White .....  
Three boats competed for this event. After a very exciting race, the *Terrible* came in first, beating the *Jubilee* by one foot. The *Powerful* was a good third.

Time for 3rd Race was 6 minutes 25 seconds.

In 3rd Race Mr. H. A. Lammert, as Cox in place of F. W. White for the *Terrible* crew.

### SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, at 4.15 p.m., when the following agenda will be considered:—

ORDERS OF THE DAY.  
Correspondence relative to the extermination of mosquitoes.

The Surveyor's Report for the third quarter of 1902.

Letter from the Hongkong Steam Laundry requesting a further extension to comply with a smoke nuisance notice.

Minute from the Medical Officer of Health relative to the registration of fat-balling establishments.

Minute from the Medical Officer of Health recommending that proper channels and drains may be constructed in the Shek Tong Shui Market.

Application for the erection of fifteen water-closets at the Kowloon Dock.

Further correspondence relative to the provision of a back-yard for No. 1, Ladder Street.

Mortality Statistics for this Colony for the week ended November 22nd, 1902.

Line-washing Return for the fortnight ended December 6th, 1902.

Rat Return for the fortnight ended December 8th, 1902.

### NAVAL NOTES.

Admiral Evans, U.S.N., landed at Blake Pier and was received by a Guard of Honour, comprised of two companies of Sherwood Foresters, shortly after ten o'clock this morning. He afterwards paid a visit to Government House.

The British troopship *Clive* left for Taku yesterday evening.

The German gunboat *Illis* left for Canton this morning.

### THE WEATHER.

The following report is from Mr. F. C. Figg, Acting Director of the Hongkong Observatory:—

On the 11th at 11.5 a.m. The barometer has risen in NE. Japan, and over China, fallen over Loochoos.

A high pressure area lies over NE. Japan, and there is a depression to the E. of the Loochoos.

Strong monsoon along the China coast and over the N. part of the China Sea.

Forecast:—fresh N.W. winds; fair.

### SHIPPING AND MAIL NEWS.

#### MAILS DUE.

French (*Laos*) 16th inst.

American (*Gaeltic*) 16th inst.

Indian (*Kunzing*) 16th inst.

Canadian (*Athenian*) 18th inst.

Canadian (*Empress of China*) 22nd inst.

American (*Hongkong Maru*) 23rd inst.

American (*China*) 31st inst.

The O. S. S. Co.'s steamer *Altinos* left Shanghai this morning and is due here on 14th inst., to load for Liverpool.

The Canadian Pacific Railway Co.'s R.M.S. <











## THE SHARE MARKET

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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STEAMERS, EXPECTED.			
VESSEL'S NAME	FROM	AGENTS	DUE
Indrasamha	Japan	P. & A. S. S. Co.	To-morrow
Dorack	Singapore	Butterfield & Swire	To-morrow
Tyldus	Singapore	Butterfield & Swire	December 13th
Vijayabharati	Kobe	Sander, Wieler & Co.	December 14th
Alcinous	Hanghai	Butterfield & Swire	December 14th
Canton	Singapore	P. & O. S. N. Co.	December 15th
Cacific	Japan	Pacific Mail S. S. Co.	December 16th
Kumsang	Singapore	Leining, Matheson & Co.	December 16th
Laos	Singapore	Messageries Maritimes	December 16th
Athenian	Japan	C. P. R. Co.	December 18th
Empress of China	Vancouver	C. P. R. Co.	December 22nd
Hongkong Maru	San Francisco	Pacific Mail S. S. Co.	December 23d
Ningchow	Singapore	Butterfield & Swire	December 25th
Elelmachus	Glasgow, &c.	Butterfield & Swire	December 31st
China	San Francisco	P. M. S. S. Co.	December 31st
Prometheus	Glasgow, &c.	Butterfield & Swire	January 8th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## FROM: AGENT

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Pigeons, Canton—Pak Kup ..... each  
Hoibow—Hoibow Pak Kup

Quail—Um-Chun .....	10
Rice Birds—Wo Fa Cheuk .....	doren
Snipe—Sa Chui .....	each
Turkey, Cock—Fo Kai-Kung .....	u
Hen—.....	u
Wild Ducks, Shanghai, Snipe .....	u
Teal, Shanghai, Sui Ap Chai .....	pair
.....	each
<b>Fish.</b>	
Barbel—Ka Yu .....	lb
Bream—Bin Yu .....	11
Canton Fresh Water Fish—Ho Sin Yu ..	11
Carp—L Yu .....	11
Catfish—Chik Yu .....	11
Codfish—Mun Yu .....	11
Crabs—Hai .....	11
Cuttle Fish—Muk Yu .....	11
Dab—Sa Ming Yu .....	11
Dace—Wong Mei Lun .....	11

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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Dog Fish—Hāi Yu	.....	19
Eels, Congor—Hāi Man Yu	.....	19
" " Fresh Water—Tsin Sai Yu	.....	19
" Yellow—Wong Sin	.....	19
Frogs—Tien Kai	.....	19
Garoupa—Sek Pan	.....	19
Gudgeon—Pak Kip Yu	.....	19
Herrings—Tso Pak	.....	19
Halibut—Cheung Kwan Yu	.....	19
Labrus—Wong-Fa Yu	.....	19
Loach—Wu Yu	.....	19
Lobsters—Lung Ha	.....	19
Mackerel—Chi Yu	.....	19
Munk Fish—Mon Yu	.....	19
Mullet—Chai Yu	.....	19
Oysters—Sang Hoo	.....	19
Parrotfish—Kai Kung Yu	.....	19
Perch—Tau Loo	.....	19
Pike—Fa Paw Poong	.....	19
Plaice—Fan Yu	.....	19
Pomfret, Black—Hak Chong	.....	19
Pomfret, White—Fak Chong	.....	19
Prawns—Ming Ha	.....	19
Ray—Pei Hai Yu	.....	19
Rock Fish—Sek Kai Kung	.....	19
Roach—Chun Yu	.....	19
Salmon, (Clon), fresh water—Ma Yau Yu	.....	19
Shark—Sa Yu	.....	19
Skeat—Po Yu	.....	19
Shrimps—Ha	.....	19
Snapper—Lap Yu	.....	19
Soles—Tao Sa Yu	.....	19
Tench—Wan Yu	.....	19
Turbot—Cho, How Yu	.....	19
Turtles, small, fresh water—Keok Yu	.....	19
White-Bait—Ngan Yu Chai	.....	19

### Fruits.

Almond—Hung Yan	.....	1b
Apples, (California)—Kam San Ping Ko	.....	1b
" " (Chefoo)—Tin Chun Ping	.....	1b
" " Ko	.....	1b

" Custard—Fan Lai Chi .....each

Bananas, fragrant, Canton—Sang Sheng  
    Heng Chiu  
    (brides), Macao—Sang Heng Chiu  
    Chestnuts, Chinese—Fong Lut  
    Carambola—Yung Tou  
    Cocoanuts—Yeh Tsz  
    Grapes—Sin Tai Tsz  
    Lemons, China—Ning Moong  
    Lichees, Dried—Lai Chi  
    Fresh, Small cone—Chut Wat  
    Lai Chi  
    Large     —Tai Wat  
    Lai Chi  
    (Lai Gon)—Sai Kung Ning  
    Moong     each  
    Mango, Manila—Lui Sung Moong  
    Mango, Saigon—Sai Kung Moong  
    Mangosteens, San Cluk Tsz  
    Oranges, (Canton)—Sang Sheng Tim  
    Chatz  
    Small—Tai Kut  
    Marlin—Tim Kut  
    Olives—Pak Lau  
    Pears, (American)—Kam San Shui Li  
    (Canton), Cooking—Sa Li  
    (Shanghai)—Sheung Hoi Li  
    Pine-apples, 1st-quality—Sheung Poon  
    Ti Paw-law     each  
    and cooking—Chung tang  
    Paw-law  
    Peanuts, Fa Sang  
    Persimmons Large—Heng Chie  
    Pungolo, Siam—Chim Lau  
    Wainuts, Hop Tou

.. (Shanghai)—Sheung Hoi-Li .....  
Pine-apples, 1st. quality—Sheung Poon

(Shanghai)—Sheung Hoi Li .....  
Pine-apples, 1st-quality—Sheung Poon  
Ti Paw-law ..... each  
and cœvîng—Chung-tang  
Paw-law ..... ”  
Peanuts,—Fa Sang .....  
Persimmons Large,—Hung Chie .....  
Rumpole, Siam—Chim La Yau .....  
Walnuts, Hop Tso .....  
**Vegetables, &c.**  
Artichokes, Shanghai—Sheung Hoi Ah  
Chi Chauk .....  
Beans, (French) Macao—Oh Moon Pin  
Tau .....  
Beans, (French), Shanghai—Sheung Hoi  
Pin Tau .....  
Beans, Sprout—Ah Choi .....  
Beans Long—Tau Kok .....  
Beet Root—Hong Choi Tau ..... each  
Brinjals, Green—Cheng Yuen Ker .....  
Brinjals, Red—Ilung Ker .....  
Brassica—Pak Choi .....  
Jamboo Shoots—Chook Shun .....  
Cabbage, Chinese;—Cook ..... Kai Choy .....  
Cabbage Root—Kai Lan Tau ..... each  
Cabbage, (Shanghai)—Yeh Choi .....  
Can Shoots, bunch—Kau Shuo .....  
Cauliflower, Large size—Tai Yeh Choi  
Fa ..... each  
Cauliflower, Medium-size—Cheung Yeh  
Choi-fa ..... each  
Cauliflower, Small size—Sui Yeh Choi-fa  
.....  
Cauts,—Kan Shun .....  
Celery, English—Tong Kan Choi .....  
Celery, English—Yung Kan Choi .....  
Celery, White—Pak Yung Kan Choi .....  
Chilies Dried—Côn Lat Chiung .....  
” Red—Hung Fa .....  
” Green—Cheng Lat Chiung .....  
Curry Stuff, English—Ka Lee Choi Liu  
Cucumbers—Cheng Kwa .....  
“

Bitter Squash—Fu Kwa .....  
Garlic—Suen Tau.....

Winter Squash—Fu Kwa .....  
Water—Suen Tau .....  
Ginger, young—Sun Tsing Keung .....  
    old—Lo Keung .....  
Torso Radish, Shanghai—Lik Kan .....  
Indian Corn—Suk Mai .....  
Lettuce—Yeung Sang Choi .....  
Water Chestnuts—Ma Tai .....  
    Mandarin—Kwei Lum Ma Tai .....  
Mushrooms Fresh—Sung Cho Ho .....  
Onions, Bombay—Yeung Chung Tau .....  
    Green—Sung Chung .....  
    Sh'hai—Sheung Hoi Chung Tau .....  
Japan—Yat Poon .....  
Okroes—Mo Ker .....  
Parsley, English—Yeung Un Sai .....  
Green Peas—Cheng Tung .....  
Potatoes, Sweet—Fan Shai .....  
    Shanghai—Sheung Hoi Shan .....  
    Tsai .....  
Japan—Yat Poon Shu Tsai .....  
American—Pa Ki .....  
Fenchon—Fu Chau Shu Tsai .....  
Macao—Oh Moon .....  
Pumpkin—Toong Ka .....  
Radish—Hung Lo Pak Tsai .....  
Shalots—Chong Tung .....  
    doreu

Spinage (Chinese)—Paw Choi 白菜  
Spinach—Yin Choi 菠菜

pinage (Chinese)—Paw Choi .....  
 spinach—Yin Choi .....  
 Tomatoes—Fan Kef .....  
 Turnips—Wu Tau .....  
 Turnips, Pun-ii (Long)—Low Pak .....  
 " English—Yeung Low Pak, piece .....  
 Vegetable Marrow—Chit Kwa .....  
 Waters Cresses—Sai Yeung Choi .....  
 Beans—Tai Shu .....  
 .....

ROBERT G. McEWEEN,  
*In-charge in charge of Markets*

**A Mail will close:—**

PROJECTED SAILINGS.

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14-00000

[illegible]



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Haberdashers and General Outfitters.

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OF UP TO DATE NOVELTIES. WONDERFUL STOCK OF NEW TOYS AND GIFTS.  
HUNDREDS UPON HUNDREDS OF MARVELLOUS MECHANICAL TOYS.  
SPLENDID SELECTION OF USEFUL AND PRETTY PRESENTS.

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## DOLLS! DOLLS!! DOLLS!!!

RAG DOLLS, STONE DOLLS, WAX DOLLS, KID DOLLS, DRESSED DOLLS, DOLLS THAT WALK, DOLLS THAT SLEEP, DOLLS THAT TALK, AND DOLLS THAT SQUEAK. DOLLS-HOUSES, FURNITURE, TEA SETS, DINNER SETS, WASHING SETS, TOILET SETS, AND BEDS, PRAMS, CRADLES, AND MAIL CARTS, BARROWS, AURIEL CARS, BICYCLE HORSES, TRICYCLES, ROCKING HORSES, WOOD TRAINS, TIN TRAINS, STEAM ENGINES, AIR GUNS, TRUMPETS. BRICKS, GAMES, HORSES AND CARRIAGES, MAIL COACHES, SCALES. ALL KINDS OF WOOL, SKIN, AND WOOD ANIMALS. TENNIS BATS, CORNETS, HARMONICS, PIANOS. SOLDIERS INFANTRY, CAVALRY, ARTILLERY, CORONATION PROCESSIONS. DRUMS, SWINGS, CLOWNS, ORGAN BARROWS, RACE GAMES, CLOTH TOYS, TOOLS, PLUSH TOYS, NOAH'S ARKS, CROCODILES, STABLES, CLOCK WORK TRAINS ON LINES, AIR TOYS. GOATS, CAMELS, DOGS, MONKEYS, RABBITS. NAVAL REVIEWS, STELLA GAMES, FORTS, BALANCE TOYS, SHOOTING GAMES, FROG GAMES, CANNONS, TUMBLE TOYS, CHINESE DOLLS, METAL FURNITURE, SHOES AND SANDLES, DOLLS' TRUNKS, AND TROUSSEAU, HOPLA GAME, DRAUGHTS-MEN, CHESS, DOMINOES, FOOTBALLS, TABLE GOLF, ALL KINDS OF GAMES. NIGGERS, TIGERS, SPRING TOPS, PAINT BOXES, WHIPS, DRAWING SLATES, SWING COTS.

LARGE DOLLS, AND ROCKING HORSES, BICYCLE HORSES, MAIL CARTS AND PRAMS.

## USEFUL PRESENTS.

WRITING CASES, FANS, GLOVE AND HANDKERCHIEF CASES, ELECTRO-PLATE WARE, GLOVES, LACE COLLARS, RICH FURS, DRESSING CASES, BRUSHES, CIGAR AND CIGARETTE CASES, LADIES' COMPANIONS, PHOTOGRAPH ALBUMS, FANCY PIN CUSHIONS, NIGHT DRESS CASES, HEAD RESTS, SILK LOUNGE CUSHIONS, INK STANDS, CHATELAINE BAGS, LACE TIES, PURSES, CARD CASES, UMBRELLAS, JEWEL CASES, TRINKET BOXES, WAIST BELTS, HAND MIRRORS, AND HUNDREDS OF OTHERS.

TIES, HANDKERCHIEFS, SETS OF STUDS, LINKS, TRAVELLING RUGS, UMBRELLAS, WALKING STICKS  
AND GLOVES FOR GENTLEMEN

at 28, Queen's Road Central.

December 3rd

R. G. HECKFORD  
MANAGER